



## Crew (Line of Road) at HOS limit with train secured

Crews that have reached their HOS limit and have already secured their train.

The crew should ask the limo driver when he was ordered and when he started the process of transporting them.

- If he was enroute prior to the crew reaching their HOS-No Violation
- If he was still performing another call after the crew reached their HOS-Violation
- If he was enroute after the crew reached their HOS-Violation

## Crews (Line of Road) at HOS limit with train unsecured

Crews that have reached their HOS limit and have not secured their train. They must wait for a relief crew.

The HOS limited crew should ask the relief crew when they were called on duty.

- If the relief crew was on duty prior to the crew reaching their HOS and had a limo/van prior to the crew reaching their HOS limit-No Violation
- If the relief crew was on duty prior to the crew reaching their HOS and did not have a limo/van prior to the crew reaching their HOS limit-Violation
- If a limo/van arrives without a relief crew-Violation
- If a relief crew was call to dog catch multiple trains and is working another train, they are not relieving the HOS limited crew-Violation

## Crew (At Terminal) at HOS limit with train Secured or Unsecured

Crews that have reached their HOS limit and are at final terminals/release points.

Final terminal locations afford the railroad multiple assets to assist in relieving a crew that has reached their HOS limit. The FRA realizes there are certain challenges reaching a crew located at terminal; roads blocked by trains arriving or departing terminal, obtaining a yard/local limo, and crew swapping. However, with all these factors, FRA would consider it a violation if the crew is not relieved within 20 - 40 minutes after them reaching their HOS limit (This being based on a case by case scenario).